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HONGKONG, 10th DECEMBER, 1897.

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MARRIAGE.

At Union Church, Kennedy Road, on the 12th
inst., by the Rev. T. W. Pearce (the bride-
groom's father), assisted by the Rev. C. H.
Hickling, T. W. Pearce, only son of Rev.
T. W. Pearce, to EVELYN, second daughter of
Alexander Ridger, East Point. [167]HONGKONG OFFICE: 104, DES VOUX ROAD, G.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 13TH, 1910.

We note in the Home papers the report of an interview with the Russian Minister of Finance containing statements which might lead one to think that it was this expression of opinion which suggested to Mr. PHILANDER KNOX, the American Secretary of State, the proposal he has formulated in a memorandum sent to all the Powers interested in the maintenance of the open-door policy in China. The cablegrams, however, do not inform us exactly when that memorandum was issued, but they contain indications that it was sent out some days before the first news was published, as some of the Powers—Germany and China—had already replied. It may therefore be that the Russian Minister was speaking with the knowledge that such a proposal had been made when he told an interviewer that it was not desired that Russian railways in Manchuria should possess political privileges and that "the right of jurisdiction in the railway zone would willingly be given up if a proper substitute could be provided." Mr. KNOX went even further than that. He said he intended to propose that the right should be exercised by the Consular Body, Russia retaining the right to provide for the protection of the territory in the zone. "The Russian guards must," he said, "as a matter of course be maintained." That

is to say, we presume, so long as the railways remain Russian property. But the Minister is reported to have added: "If another Power should produce the necessary funds, Russia would be willing to negotiate as to the sale of the railways in Manchuria. In this connection, however, if ever, it must be remembered that they had cost Russia 350,000,000 roubles. So far, no Power had offered to buy them." As we have suggested, it may have been this statement that gave to the American Government a key to the solution of a problem which has evidently been much discussed in Mr. KNOX's Department during the last six months. A telegram we published yesterday contained the announcement that American bankers and a prominent Chinese enterprise (which we are unable to identify) were prepared to provide the necessary capital. That is a statement which will not be accepted without reserve, but even if it were a fact, the offer could not be entertained. The scheme would have no chance of success unless it was open to all Powers to participate in agreed proportions in the loan to China of the capital necessary for the purchase of the lines. Careful discussion of every detail of the plan is necessary before any decision is reached, and it is not therefore very surprising to learn that Mr. KNOX does not expect to learn the fate of his proposal for another six months. Our latest news from Japan is that while the Foreign Office maintains silence on the subject, strong public opposition is manifested. At the present stage of the negotiations it is not clear what reasons other than political reasons exist for opposing the scheme. When the New York Post writes of the proposal as being tantamount to asking Japan to confess that she is violating the open-door policy, we take it the writer means that a refusal to accept the principle of the scheme would be interpreted in that sense. No doubt it would, but it is only fair to remember that whenever definite charges have been made Japan has met them and cleared herself of the aspersions. Nevertheless, these allegations will doubtless be continually repeated while the present arrangements last. Apart from this aspect of the matter the scheme, as we have previously pointed out, recommends itself as offering the best security for the continuance of the open-door policy in the growing number of people in Russia in the inevitability of another war between Russia and Japan, that the present arrangements of the two Powers in Manchuria is likely to be a source of perpetual friction and increasing danger. Only considerations of this nature are likely to influence the two Governments in favour of the proposal.

Dr. and Mrs. O. Muller returned to the Colony yesterday by the German mail steamer.

The consecration of the Rt. Rev. Bishop Perros to the Bishopric of Bangkok is expected to take place on the 20th inst.

Cable communication between Japan and Korea is interrupted. Telegrams are being forwarded by post from Shimonsu to Fusan.

The Stames Government have passed a law making it compulsory for owners of automobiles to register their cars. Chauffeurs must take out licences.

The Balgownie Rubber Estates, Ltd., Singapore, paid to shareholders on the 5th inst. an interim dividend of 25 per cent. (making 45 per cent. interim.)

An announcement appears in the Hankow papers that Messrs. A. S. Watson and Co. have disposed of their business at that port to the Hankow Dispensary from the 1st inst.

The Board of Posts and Communications intends to send a mission, consisting of ten officials to Belgium, to study the postal and railway administrations of that country with a view to improving those in China.

The Chinese who returned from America the other day and was on a Canton night steamer with a large quantity of ammunition and arms in his possession was at the Magistrate yesterday ordered to pay a fine of \$250 and to have his arms and ammunition confiscated.

Lieut. Hewlett-Cooper has been promoted to Commander. It will be remembered that he was attached to H.M.S. Kent and was recently married in Singapore, to Miss Dorothy Leach, daughter of Dr. and Mrs. Leach, of the General Hospital.

At the Union Church yesterday the marriage of Miss Eva Bodger and Mr. T. E. Pearce was solemnized, the ceremony being performed by the Rev. T. W. Pearce, father of the bridegroom, assisted by the Rev. C. H. Hickling. The bride was given away by her father, and Mr. E. F. Ascroft was best man. Miss Nan Bodger and Miss Constance Pearce, sisters of the bride and bridegroom, were the bridesmaids. A reception was afterwards held at the residence of the bride's parents at East Point, and the happy couple subsequently left by the *Amata Maru* to spend their honeymoon in Japan.

On December 26th the King of Spain inaugurated a War School in connection with the re-organization of the Spanish Army.

General Sir J. Macleod left Peking on Tuesday and is expected to arrive here by the English mail on Thursday or Friday. He will probably proceed direct to Portugal.

"Penal servitude for life" was the sentence passed by the Chief Justice of Singapore on two Chinese who were found guilty of returning from banishment. This is the only sentence which the Straits law allows.

This evening at the Union Church Library Club, Kennedy Road, the Hon. Sir Francis and Lady May will conduct an "Irish Evening" in connection with the Moore Centenary. The meeting will commence at 9 p.m. sharp, and is open to the public. The chair will be taken by Mr. E. Pettar. A large attendance is expected.

A valuable ricksha, worth \$151, belonging to a Japanese merchant, was destroyed through the carelessness of a coolie in charge of a truck on Tuesday afternoon. He allowed the truck to get beyond his control and it dashed into the ricksha mentioned, and the lady, the wife of the merchant, who occupied it was thrown to the ground. The defendant was brought before the Magistrate yesterday and ordered to pay a fine of \$5 and pay \$30 compensation.

In consequence of the repeated recommendation of a certain high official that Sheng Yau, ex-Viceroy of Kansu and Shensi, who was recently degraded for neglecting to carry out the prescribed reforms in his provinces, be reinstated, the Prince Regent, says a contemporary, has told the Grand Councilors that he not only has no intention to reinstate officials who have been degraded for opposing reforms, but that he hates to hear their very names.

The adoption of a law which has long been in force in Hongkong appears to have been of material benefit to Singapore. According to the Straits Times, there is great increase of serious crime noticeable in the local courts of late. This is believed to be largely due to the adoption of a new regulation under which Chinese criminals who have more than two convictions are summarily banished. Save in the case of Malays and other British subjects who cannot be thus dealt with, there will be no longer cases in which offenders with ten or fifteen previous convictions come before the local courts.

A daring armed robbery at Shikang in the New Territory took place on the 10th inst. at six o'clock. A number of men armed with revolvers entered two houses and after threatening the inmates stole jewelry and clothing to the value of \$374. The day following two Indian police from Tsan Tsai Po, while near Kowloon, saw a number of men approach and saw many of them that they might be the robbers in the morning. One of the men arrested had a loaded revolver in his possession. The two men were brought before the Magistrate yesterday and remanded.

A rumour was current in the Colony yesterday that an attempt had been made to assassinate the Governor of Macao, but at the time of going to press we have not been able to obtain any confirmation. Colour is lent to the report by a statement that the Governor of Macao, Senhor Marques, quite recently received an anonymous letter containing a threat of that nature. On inquiring last night from the Portuguese Consul as to whether he had received any news, Mr. Leiris informed our representative that he had received an official despatch from the Governor which was sent at 7.30 p.m. It would seem from this that the rumour is devoid of any substantial foundation, at least that no serious injury has been caused to the Governor.

AN EXTRADITION CASE.

ARRESTED A FOURTH TIME.

The proceedings in the application for the extradition of Sun A. Wan by the Chinese Government on a charge of armed robbery within the jurisdiction of China were continued another stage yesterday when the judgment of the Full Court was delivered ordering his discharge. The order for his discharge was conveyed to Victoria Goal about three o'clock, and a few minutes later the prisoner, about whom there has been so much excitement, was seen to pass through the doorway. He walked down the steps with chapered hands, looking rather suspiciously at the detective who followed him. At the bottom of the steps an army of detectives were awaiting him. Detective Sergeant O'Sullivan took him by the arm as he reached the bottom and escorted him upstairs, where he was taken into the charge room, where, we understand, another charge of armed robbery was preferred against him. He will probably be brought before the Magistrate again to-day. A number of the prisoner's friends and sympathizers were in waiting outside the goal precincts, and one or two exchanged a few words with him as he was conducted to the charge room.

SALE OF RACE PRIVILEGES.

The sale of race privileges in connection with the forthcoming race meeting was conducted by Messrs. Hughes and Hough at Happy Valley yesterday afternoon, when the following prices were realized:

Lots Nos. 1, 2, and 3 were sold to J. C. for \$320, \$390, and \$400. Lots Nos. 4, 5, and 6 to Unity for \$460, \$480, and \$500. Lot No. 7 to B. J. Bonedice for \$570. 8 to F. K. for \$430. 9 and 10 to A. B. for \$425 and \$410. 11 to Geo. Carlin for \$450. 12 to A. Y. for \$460. 13 to Ho Tien Kwei for \$500. 14 to Dawson & Co. for \$640. 15 and 16 to the Japanese Club for \$600 and \$670. 17 and 18 to A. H. for \$510 and \$610. 19 to A. B. for \$200.

TELEGRAMS.

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"DAILY PRESS" EXCLUSIVE SERVICE.]

THE MANCHURIAN RAILWAYS
PROPOSAL.

Tokyo, January 12th.

The Cabinet Council has discussed the proposal for the neutralisation of the Manchurian Railways.

Public opinion to this step is uncompromisingly hostile.

[REUTERS'S SERVICE TO THE "HONGKONG
DAILY PRESS".]THE CHINESE COMMISSION
AT ESSEN.

London, January 12th.

The Chinese Naval Commission have arrived at Essen and are inspecting Krupp's works.

Marked attention has been paid to the Commissioners everywhere in Germany. The German papers hope that German industry will be successful in international competition for the supply of war material to China.

MR. BALFOUR AT GLASGOW.

London, January 12th.

Addressing a monster meeting at Glasgow, Mr. Balfour said the Government after its professions of economy had left a deficit of sixteen or seventeen millions. He would venture to say that the next Radical majority would not be 330.

[The Radical majority at the 1905 Election was 354.]

THE PROTEST FROM THE
PORTE.

London, January 12th.

Great Britain and Russia, replying to the Note from the Porte, say that they regret the inane policy of the Cretans, and that they are concerting measures to prevent acts of folly like the proposed extension of the railways to Athens.

THE PRUSSIAN DIET.

London, January 12th.

At the opening of the Prussian Diet, His Majesty the Kaiser announced that an Electoral Reform Bill would be submitted in a few weeks. His Majesty also stated that the finances were gradually improving. Although there was a notable increase in expenditure, there was a deficit of £4,600,000 sterling, but this was smaller than in 1909.

THE BRITISH ELECTIONS.

London, January 12th.

The Rt. Hon. H. H. Asquith, Prime Minister, addressed three meetings of six thousand persons at Ipswich, where he advocated free trade, not as an abstract doctrine, but as being the best for Great Britain's material position.

SOLDIERS' CLUB FOOTBALL SHIELD.

A meeting was held in the Soldiers' Club yesterday to make arrangements for the above competition. The draw for the first round resulted as follows:

King Alfred v. B. G. A.
Belmore, Mr. Gregory, R. E. F. C.
Kent v. K. E.
Belmore, Sgt. Edwards, B. G. A.
Belmore v. B. G. A.
Belmore, Gunner Marsh, R. G. A.
R. M. I. v. B. G. A.
This is the first round to be played on or before February 12th. It was decided to alter the rules of the competition to read "Matches shall not be played on any ground unless ropes or some other means of fencing be provided to keep spectators at least eight feet from the touch-line."

Mr. Frederick Balford, M.A., Owen, barrister-at-law, who is officially announced as having been appointed Attorney-General of the Straits Settlements, as from the 1st inst., has been Legal Adviser and Prosecutor of the Federated Malay States since February 1906. He has spent the whole of his Colonial service in the Malay States, commencing as a magistrate in Malacca in 1899, and serving in a number of districts successively until his appointment to the post of Legal Adviser and Public Prosecutor.

NOTES FROM PEKING.

[FROM OUR CORRESPONDENT.]

December 28th.

THE MACAO BOUNDARY DISPUTE.

General Macleod arrived in Peking a few days ago and has since been negotiating with the Walrupe in regard to the vexed question of the delimitation of Macao. The Portuguese Commissioner is urging that the matter should be referred to arbitration. No good purpose could be served by China's adherence to the policy of resistance so stoutly maintained by the Chinese Commissioner at Hongkong. China by making a similar request to Japan some few months ago recognized that arbitration possesses the valuable properties of supreme technical justice and perfect friendship, and it recommends itself as a factor in international relations that should be utilized on every possible occasion. China's best friends, therefore, are urging her to settle the dispute in the easiest manner.

[Our correspondent has since telegraphed that China has definitively refused to submit the dispute to arbitration.—E.B.]

MANCHURIAN TELEGRAMS.

That the strength of the Central Government depends not a little upon freedom from foreign complications appears to be recognized in Peking, for during the past week a wise course has been taken in regard to an alleged violation by Japan of the Manchurian Telegraph Agreement of 1903. This Agreement has never been published, but it is known to safeguard the ordinary telegraph business of each country. China now claims that the Japanese have established translation offices at various centres, for the purpose of converting Chinese messages into the brief *katakana* script, with the object of winning trade away from the Chinese lines; further that a Japanese office which the Chinese allowed to be opened at Chafoo for the convenience of Japanese business has also competed unfairly. A protest was lodged with the Japanese Minister yesterday by the Yenchuan, and Mr. Ijima promised that the matter should receive proper attention at once. Of course, if the Chinese contentions are correct reprehensible competition has been carried on, but it must not be overlooked that the ordinary telegraph rates in China are absurdly high. In fact the charges offer a premium to practices such as the one in question.

OFFICIAL PROCEDURE.

It is interesting to note that the protest referred to above was made by the Board of Posts and Communications to Mr. Ijima, and that the matter was not taken up by the Walrupe. There may be two reasons for this course: the affair does not assume as much importance as it would in coming through the Foreign Office; and the latter department, since H. E. Ma Tung came into the premier post by the fall of Yuan Shih-kai, has registered a long list of diplomatic failures. Prince Ching, formerly the chief president of the Walrupe, is now in the background as much as possible, and Liang Tan-yen, the present president, although possessed of undoubted ability, has neither the following nor the extraordinary qualifications necessary to carry him into the front rank of Chinese statesmen.

All hope of the Regent displaying administrative ability has been abandoned. He is not able to maintain peace in the Forbidden City apparently, for the secretary wives of the former Emperor Tung Chih are crossing swords with the Empress Dowager, who is apparently the strongest force in Peking at the present time.

THE REGENT'S ADVISERS.

The Regent's lot is not a happy one. He redoubles with good intentions, but he possesses the unhappy characteristic of being quickly of his advisers. Even Chang Chih-tung came in for his little measure of censure at various times, and it was only the knowledge of the grand old man's impending death that restored him to a full measure of the Regent's regard. Ma Tung has enjoyed the most even measure of popularity since the new reign began, but Ma Tung, if unskilful in foreign affairs, certainly possesses the ability to stick unwelcome tasks to his vassals that the other Grand Councilors endeavoured to relegate him to the dangerous Vice-royalty at Tientsin. In the Walrupe, Ma Tung has a free hand and he can always lay the blame on Liang Tan-yen when matters are bungled. That post suits him, but whether he suits the post is quite another matter.

ALLEGED ATTACK ON THE REGENT.

It is seldom that a Peking rumour is worth mentioning, but the recent one alleging an attack upon the Prince Regent certainly forced itself upon public notice in no uncertain manner, and it is not a matter for surprise that some of Peking's well-known foreign correspondents were deceived. The rumour spread rapidly and it was only by attacking the report in detail that the fantastic structure of imagery could be pierced. Of course a report of this nature either arises from some incident of fact or is based on wrongful premises. In this instance two unconnected incidents occurring nearly a week apart were taken together, their incongruities ignored, and a conclusion of that report was probably published, and no further reference to it will be necessary. But the preceding events may be of interest. A week ago Yen Ling, a Manchu Captain of the Imperial Guard, was attacked and slightly wounded by a soldier whom he had dismissed for misconduct. Some details appeared in the native Press. Yen Ling, who published a denial of the story, and the idea was then spread that the attack had been made upon some one else in the Forbidden City. What so likely to be assumed as the Regent? Rumour for that portion of the story. The second part began on Saturday morning when a southern Chinese, who was on a visit to Peking, was

taken into the inner city by one of the Princes who had business to transact there. The Prince told his companion to wait at a certain spot; and during the Prince's absence the Regent, attended by a bodyguard, passed near the visitor. An attendant quickly noted the presence of the stranger and accosted him, asking him his name and how he came there. The visitor hesitated for some little time, not unreasonably fearing to divulge the Prince's name. But the Regent's people would stand no evasion and the man was placed under arrest. At this juncture the Prince returned and explained the situation. The house guard subsequently elaborated the story, but fierce arguments ensued as to whether the attempted assassin of the Prince Regent was a Cantonese, or a Manchu, and the most credible advocates were unable to decide the point.

DR. MORRISON.

Dr. Morrison intends to leave here on or about January 9th. His successor (not Mr. Fraser, who was the first one spoken of as his *locum tenens*, but Mr. Ebrahim, one of the sub-editors of the foreign staff of *The Times*) is due here on January 6th. The trip Dr. Morrison intends to make across country will occupy many months and leave only a short portion of his year's leave to be spent in civilisation. The journey, which will be through the Khan States, will carry him again into the front rank of Asiatic explorers, a position which has been challenged constantly in recent years by the remarkable travels of foreigners in Central Asia.

THE BRITISH MINISTER.

It will be learned with great pleasure that the persistent rumours of the transfer of Sir John Jordan are without foundation. The British Minister at Peking is one of the hardest worked officials in the Far East; and after the heavy demands upon his time and labour that have been made during the past year, his best friends would rejoice to learn that he was going on furlough; but as far as can be ascertained he has not yet applied for leave.

THE HONGKONG UNIVERSITY
PROJECT.

The following correspondence has been forwarded to us by Sir Paul Chater for publication:

Victoria Buildings, Hongkong,
31st December, 1909.

Sir,—By Resolution No. 17, passed by the Committee of the Hongkong University on December 13th, it was decided that "the terms of the Resolution No. 1" (which laid down the amount which it was considered necessary to collect before the erection of the buildings could be commenced) "had been completed with the satisfaction of the Committee," and that work on the buildings might be commenced forthwith.

This Resolution, in which Mr. Mody consented, is in itself sufficient authority for me to call in all sums conditionally promised, but as this is the date (December 31) which was assigned by me, may, up to which his offer would have remained open had it not been already with his concurrence accepted I have the honour, at your request, to submit a statement of the funds in my hands or fully guaranteed on this date. Hon. D. Ho Kai, C.M.G., Chairman of the Sub-Committee for raising Chinese subscriptions, authorities me to state that he can fully guarantee all the Chinese subscriptions included in the list, and he also informs me that a considerable sum is expected from Shanghai, of which at least \$10,000 can be "guaranteed," while a further sum of \$20,000 (of which \$17,000 is in hand) may be anticipated from the Trustees of a certain Fund.

From this statement it will be seen that the sum originally named has been fully realised. The total of the attached list is \$1,252,164.00, of which \$531,503.17 has been actually received and stands to-day at the credit of the University Fund in the Hongkong and Shanghai Banking Corporation at 2 per cent. interest, and you will notice the sum of \$2,000 included in the list under the heading of interest.

Were the sums mentioned by Dr. Ho Kai added, the total fund promised and in hand would amount to \$1,279,164.00, or at the rate of exchange assumed in the case of sterling donations, viz.—1/9—£11,926-17-0.

It is my intention when all these sums have been collected to publish a list of the donors with the amount of their subscriptions.

I may observe that allowing two years for the building of the University, the capital sum (without further additions which may conditionally be expected) if invested at a minimum rate of 5 per cent. per annum would yield a further sum of about \$150,000 to be added to the funds at the disposal of the University before its work commences.

I would strongly recommend that this should be done, and should be glad to receive your Excellency's decision upon this point. I have the honour to be, Sir, your obedient servant.

(Signed) C. P. CHATER.

To His Excellency Sir Frederick Lugard, K.C.M.G., &c., &c.

Government House.

11 January, 1910.

DEAR SIR PAUL CHATER.—I have to acknowledge with thanks the receipt of your letter of December 31st, which as you have explained has been delayed in order to verify some figures, and only reached me to-day.

I am most glad to learn that the minimum sum which it was decided was required for an Endowment and Equipment Fund has been realised, and I gather that you are now about to call upon those whose promises to subscribe were conditional upon the realisation of the scheme to pay in the sums they have generously undertaken to give, after which you will publish a complete subscription list.

We must not lose sight of the fact that under Resolution 9 Chinese donors who have given

Free Trial Outfit



This generous offer will be sent to any part of the world on receipt of coupon below, duly filled in, and 2d. in stamps for postage.

A GENEROUS OFFER

To Prove that Harlene Hair Drill grows hair.

A MILLION FREE OUTFITS TO BE DISTRIBUTED.

If you would like to make your hair grow in healthy and beautiful perfection, you can receive free for the most effective, the "Harlene Hair Drill" outfit, sent to you by the editor of the "Harlene Hair Drill" paper.

Let any woman possess up the vision of how much younger, and how much more attractive she would be if her hair was as it was, say, five to ten or fifteen years back.

Let any man similarly enquire before his eyes the picture of the difference that his hair as it was five to fifteen years previous would make to him to-day.

And it is this great difference that it is possible to return. No woman or man, however old, can afford to neglect the hair, for it is the crown of the head, and the most important part of the face. It is the difference between a man and a woman, and the difference between a young man and an old man.

After practicing "Harlene Hair Drill" you will be surprised, agreeably surprised. And, this we promise: Your hair will stop falling out by the end of the week.

The scalp will feel "alive" instead of dead, hot, hard, curly, greasy, sticky, damp, or dry.

Note: All the accessories required will be sent you without a penny cost. It costs thousands to make the "Harlene Hair Drill" outfit, and it is suggested that you do not miss it. It is the difference between a man and a woman, and the difference between a young man and an old man.

Further supplies of "Harlene Hair Drill" will be sent you without a penny cost. It costs thousands to make the "Harlene Hair Drill" outfit, and it is suggested that you do not miss it. It is the difference between a man and a woman, and the difference between a young man and an old man.

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THE WRECK OF THE "KING GEORGE"

DETAILS OF THE DISASTER.

The first vessel, the King George, belonging to the Anglo-American Oil Co., was lost in the Straits of Malacca on November 24, while returning from Hongkong to New York, having come out to the Orient with a cargo of oil and being on the return voyage. She was built at Greenock by Messrs. Russell and Co., in 1894, and was registered at New York by Lloyd's as 100 A. 1. She carried the British flag. Her gross tonnage was 2,242 and net 2,037. She was 274 feet long, 42.1 broad and had a depth of 24.2 feet. She was commanded by Capt. F. E. Jeffery, who died soon after the wreck. One crewman also died from the exposure to which the crew were subjected. The crew were sent to Singapore from Batavia, and a court of enquiry into the wreck was convened on the 5th inst. We give a condensation of the reports appearing in the Straits Times. These sitting on the Court of Enquiry were Mr. Wolfenden (senior magistrate), president; Mr. C. W. and Mr. F. H. Huxford, and Mr. H. Hastings Rhodes, deputy public prosecutor, who appeared for the Crown, submitted the following questions:—

1. Was the King George properly found and in a thoroughly seaworthy condition on leaving Hongkong on October 22, 1909?

2. Was the King George properly equipped with boats and life-saving appliances?

3. Where was the King George bound?

4. Were the usual and proper complement of officers available for duty on the King George?

5. Where and on what date did the King George strand?

6. Was everything done after the stranding to reduce and save the vessel?

7. Were any lives lost?

8. Had the King George been abandoned, and if so, when?

9. What is the finding of the court in respect of all the circumstances in connection with the stranding?

Mr. Rhodes stated that he had given the Anglo-American Oil Co. Ltd. the owners, notice of the enquiry, and understood that they would be represented, though no one had yet arrived. He understood that they merely intended to watch the proceedings and had not retained counsel.

THE MATRONS' STORY.

The first witness examined was Mr. Peter Shand, mate on the wrecked ship. He put in the ship's articles and said that the vessel had a master and two officers. Mr. J. Fielding was the acting second officer. He was not a certificated officer. His rating was boatswain. There was no second mate procurable in Hongkong, so he was given the duties of that position.

Fielding signed on at Hongkong in September and remained in October, four days before the ship's departure. The King George had been in Hongkong about three months. There was no entry in the official log book about Fielding's taking over the duties of second mate, but he took over those duties when he joined the vessel. It was quite unusual that he should have done so under the circumstances, especially without his being noted in the log book.

The ship left Hongkong for New York direct via the Straits Straits, which had to be passed through at that time of the year. They were off Singapore, which is on Raffles Point, on the morning of November 23. They were to there to get fresh provisions.

Mr. Rhodes read from the log book, which showed that equally weather was threatened from 5 p.m. on November 23. At 11.50 p.m. the ship struck with great force and lost heavily on coral and great bottom.

Witness said that he went off duty at 8 p.m. and was called, as was usual, at 11.45, so that he would be ready to go on duty at midnight, when his watch began. He got up on deck about four minutes before the vessel struck.

The master sent him to the main beam to square them. This had just been accomplished when she struck. The weather was equally with a high, choppy sea.

Was everything being done to save the ship when you went on deck?—They were wearing ship then.

Was that the best thing to be done?—Not at all. It should have been done an hour before. Then the anchor should have been let go and the helm put hard-a-port. After the stranding everything possible was done. Witness himself let go the anchor, thinking that she might have struck on an outer boulder, but this was not so. She was ashore and was lost already.

Did any of you get ashore?—Not just then. The next afternoon, one man swam ashore with a line. The following day witness and four seamen went to Anjer in a damaged lifeboat to give notice to the agents there.

What damage was done when she struck?—Everything movable was washed overboard. The mainmast and the deck and the lifeboats. The boat slides were bent down and the flying bridge was smashed. The hull was strained. The pitch cracked in the bows of the deck planking. The next morning at daylight she had five feet of water, which increased to nine feet at noon. The tide ebbed and flowed in her bow. She was abandoned by the crew a month later, but there was a native watchman still on board. The ship was well equipped in every way with boats and life-saving appliances.

THE CAPTAIN'S CONDITION.

What was the cause of the death of the captain?—Excessive indulgence in strong drink. I can't call it by any other name.

What was the cause of the death of the seaman?—Same cause, sir.

What was his name?—James Hassard, who had been signed on at Hongkong.

Did you meet with the captain?—Yes.

Did anyone else meet with you?—No, sir.

Was the captain in a healthy condition?—Yes.

Did he take his regular watch all the way from Hongkong?—Yes, excepting for certain breaks due to his indulgence in strong drink.

When did you first notice this indulgence?—About a week out from Hongkong.

What was he drinking?—I can't say. Whisky, I imagine.

Did he drink spirits at meals?—No, none whatever.

When he was the worse for drink did he leave the ship entirely to Mr. Fielding?—Yes, sir.

How long would he be ill?—Sometimes two days at a stretch.

What was the state of the captain's health on November 20?—I could see he was drinking, but he seemed to be in good health, and was able to attend to his duties.

Did he eat anything at his meals?—Very little.

How was he on the 21st and 22nd?—He had been drinking, but was all right.

On the 23rd?—He was able to be about the deck and was taking an intelligent interest in his position.

When did you have tea?—At half-past five.

Was he sober then?—I could see he had spirit in him, but he appeared to be all right.

You received an order to square the braces when you came on deck at 11.51?—Yes.

Well, given as though the captain was the worse for liquor?—It was perfectly wrong; a mistake. I have no recollection of the liquor.

From the way he spoke could you tell he was the worse for liquor?—In the endowment I can't say I paid particular notice to that, but there was a different intonation to his voice.

Was he drinking the next day?—Very heavily.

Do you know what he was drinking then?—I am I understand.

When did he die?—At 11 a.m. on November 24.

Was he drinking rum all the time?—Till it was finished, then Florida water.

MOST DETAILS.

Did the captain and Hassard drink together?—Not till after the stranding. They had been on the ship together, Hassard being boatswain. They drank together continually till Hassard's death, which occurred the day before the stranding.

Witness stated that he had a master's certificate, given him eighteen years ago at Dundee, and produced it.

You yourself are not a testator?—I asked Mr. Rhodes—No.

Have you ever been master of a ship?—I asked Mr. Rhodes—I have been master of four sailing ships, for a period of twelve to fourteen years.

Is it unusual for an unlicensed man to be on a ship?—Quite unusual, sir.

Did you turn the ship over to the master or to the second mate at 8 p.m.?

When you saw that the captain was incapable why didn't you take over the ship?—I asked Mr. Rhodes—I very often did step on deck when I ought to have been below.

Did you take any steps to stop the able seaman from drinking?—There was nothing to be gained by it, as the ship was ashore then. It was by the captain's command that Hassard waited on him.

Have you ever offered any advice to the captain in narrow water?—Never, sir, only to knock over the liquor business.

Do you consider him a capable man?—Thoroughly capable, sir.

What draft was the ship drawing?—Forward 16.5, aft 16.3.

She was very light?—Yes. She had a light Hongkong cargo.

Mr. James Fielding said that he signed on at Hongkong as boatswain at 27 s. month, but performed the duties of second mate by the orders of the captain, from the first day he joined the ship. The captain wanted to sign him on as second mate, but he had no certificate.

He was told in the shipping office that he was to perform the duties of second officer, but as he had no certificate he had to sign on as boatswain. In port he was with the master and first officer, but at sea, while eating at the same mess, had to be on duty while they were at their meals.

After leaving Anjer, the chief officer was signing the ship. He was on watch from noon to 4 p.m. and again from 6 to 8 p.m. He was off duty from 8 p.m. to midnight. Witness was relieved by the chief officer and again relieved him. The chief officer, when he relieved him, gave him the orders, and told him if anything happened to call to him at 8 p.m. The weather was rainy, thick and squally at 8 p.m. It got worse till the stranding. He called the captain at 11.15, because Third Point was ahead and only three miles away. The captain came out and looked around and witness told him that they must do something decisive. He replied, "Don't bother, she is going all right," and he went back into the chartroom and lay down. Witness saw the breakers and called the captain three times, but he did not respond. He had to drag him off the deck. When he got out, he called to the man at the wheel to put the helm hard-up, and told witness to wear ship. After the stranding, he told witness that he had been called too late. The chief officer went to the main beam.

Have you ever had certificates?—None.

Have you known other cases in which men without certificates had signed on as boatswain and served as certificated officers?—Yes. It is true with the Eclipse. A man has been doing it there for three years. I was before the most on that vessel, when the boatswain was acting as second officer.

Is this a habit of the Anglo-American Oil Co. P.—Yes.

Mr. Wolfenden pointed out that this was a serious statement and witness withdrew it.

What is the wages of a boatswain?—25.

Of a second officer?—27 10s.

Can you give any reason why a boatswain was made to act as second officer?—No.

Was it for purposes of economy?—I don't think so.

CAPTAIN'S CONDUCT.

Was the captain in good health?—Yes.

Was he drinking?—Yes.

When did you notice it?—From the first day I came on the ship.

Did you see him drinking?—Yes, he often gave me drinks.

Did you take them?—Yes, I used to take one or two.

What did he drink?—Whisky and brandy.

Did the captain drink continually?—At times. When he got out, he called to the man at the wheel to put the helm hard-up, and told witness to wear ship. After the stranding, he told witness that he had been called too late. The chief officer went to the main beam.

Did you see him the worse for drink?—Yes. Was he incapacitated to perform his duties?—Not exactly.

What condition was he in on November 23?—He had been drinking; just started on a bout.

You said that he was making out bills?—Yes, but there was only one, and he had no make it out for him as he was unable to write. This was about 10 a.m.

Did the captain still drinking when you left Anjer?—Yes.

Did he continue to drink right up to the stranding?—Yes.

Was he under the influence of drink then?—Yes, he was.

Was he in a proper condition to understand what you were saying to him when you called him repeatedly?—He understood what I was saying, but was not in a condition to comply.

Did the first officer know that the captain was in this condition?—No, sir; I don't think that he did.

Had you any idea how far off the light was when you took charge at eight o'clock?—(After hesitation) Ten or fifteen miles.

How did you know that?—I only made the estimate—guess.

He believed that Anjer light shined at 20 miles, but he only found that out after the wreck. He never made use of that light to assist him in finding his position. He guessed the distance of the land to be three miles.

Did you go to the chart at all from the time you went on watch until the stranding?—No, sir.

It never struck you, considering your experience of the master that day, that you should communicate with the chief officer?—I struck him, but I did not realize the condition the captain was in.

Were you worried with regard to your position and the shore?—I admit I was worried.

He was in the habit of writing on the slips of paper the position of the ship when he took watch, and the chief officer would write up the log from the slips. On this night he did the same. He did not give the chief officer the slip personally, but supposed he came into his room and took the slip away. He only took a rough bearing of Anjer light, but he did not make any note of the ship's alteration of course or speed. He guessed her speed to be about five or six knots.

He had a little knowledge of marking off a course; he could do it roughly. During the voyage the observations were made by the captain and the chief officer. Either of them gave alterations of course. When he called the captain, he was relying upon the master coming up and doing the right thing. He never expected that he would wear ship.

Several seamen gave evidence corroborating that, already given as to the drinking habits of the captain. They were questioned as to the chief officer's habits in that respect, but all said they had never seen him drink. One seaman said he saw that the first officer "had a little liquor in him" two or three days before the stranding.

"He was drunk?" asked Counsel—No.

What do you call being drunk?—When a man falls down and lies on the deck unable to move?—Yes. (Laughter.)

Did the first officer walk straight?—Yes (hesitatingly).

Didn't he roll a little?—Well, yes, but he was able to attend to his duties.

The inquiry was adjourned for the attendance of another witness, until yesterday (the 12th inst.).

INSURANCES

NORTH BRITISH AND MERICAN TIRE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st December, 1908 £19,121,310.

1. Authorized Capital ... 24,000,000
Subscribed Capital ... 3,275,000
Paid-up Capital ... 1,825,000 0 0

II. Fire Funds ... 3,204,753 7 10
The Underwritten AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 14th August, 1909. [108]

NOTICE

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

PABST EXTRACT

THE best TONIC for keeping in perfect health in the Tropics.

It is a Liquid Food in predigested form containing all the breeding, cooking and tonic elements of the choicest hops. Non-alcoholic. Highly recommended by the local medical profession in cases of DE

SHIPPING.

ARRIVALS.

BUSU MARU, Jap. str., 1968, S. Masumoto, 12th Jan.—Mojj 4th Jan. Coal—Mitsui Bussan Kaisha.

CANTON MARU, Jap. str., 1997, K. Tamura, 12th Jan.—Mojj 5th Jan. Coal—Ataka & Co.

CHENAN, British str., 12th Jan.—Canton. (HERMANIA, German str., 1103, Jurgenson, 12th Jan.—Hongay 8th Jan. Coal—Jensen & Co.)

HAIYANG, British str., 1362, Hodgins, 12th Jan.—Swatow 11th Jan. Tea and General—Douglas, Lapraik & Co.

HANOI, French str., 630, J. Pannier, 12th Jan.—Haiphong, Pakhoi and Hoihow 7th Jan. General—A. R. Marty.

HUPEN, British str., 12th Jan.—Canton. KAWACHI MARU, Japanese str., 3782, H. Poterson, 12th Jan.—Shanghai 5th Jan. General—Nippon Yusen Kaisha.

KUWANG, British str., 12th Jan.—Canton. PRINZ EITEL FRIEDRICH, German str., 5001 E. Malchow, 12th Jan.—Hamburg 2nd Dec. Mails and General—Melchers & Co.

RAJABUR, German str., 1904, H. Bruner, 11th Jan.—Sawto 10th Jan. Timber and Rice—Butterfield & Swire.

SPIN, Norwegian str., 12th Jan.—Canton. TAIHAN, British str., 117, J. T. Laing, 11th Jan.—Hongay 9th Jan. Coal—Bradley & Co.

TAKEKISHI MARU, Japanese str., 1052, J. Kiochida, 12th Jan.—Shanghai 5th Jan. Coal—Mitsui Bussan Kaisha.

WAKAMATSU MARU, Japanese str., 2778, U. Saka, 12th Jan.—Wakamatsu 7th Jan. Coal—Mitsui Bussan Kaisha.

WELSH PRINCE, British str., 3218, A. B. W. Shippard, 12th Jan.—New York 20th Nov. General—Arnold, Karberg & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 12th January.

Choshun Maru, Japanese str., for Swatow. Michael Jensen, German str., for Canton.

P. E. Friedrich, German str., for Shanghai. Shikun Maru, Japanese str., for Moji.

Suovic, British str., for Shanghai.

DEPARTURES.

12th January.

ATSUTA MARU, Japanese str., for Nagasaki. BUELOW, German str., for Europe, &c.

HAIYANG, British str., for Swatow. HANGOW, British str., for Amoy.

HAMEL DOLLAR, British str., for Moji. ICEANG, British str., for Pakhoi.

KAISOW, British str., for Shanghai. KIANG PING, Chinese str., for Canton.

KWANTUNG, Chinese str., for Shanghai. TAIHAN, British str., for Canton.

TAIPAN, Dutch str., for Batavia. TOSA MARU, Jap. str., for Bombay.

WISANG, British str., for Shanghai. WURU, British str., for Dalay.

SHIPPING REPORTS.

The British str. Haiyang reports: Light variable breeze and thick fog.

The Japanese str. Takekishi Maru reports: N.E. monsoon and thick foggy.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, and South American Ports up to Callao.

(Taking Cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.)

THE Steamship "CAPRI."

Captain Dini, will be despatched as above on SATURDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 13th January, 1910. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship "VORWAERTS."

Captain Bednars, will leave for the above places on THURSDAY, the 20th inst., p.m.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stewardess.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Princes Building, Hongkong, 12th January, 1910. [3]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 22nd January, 1910, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOOLAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "INDIA," due in London on the 5th March, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hong Kong, 10th January, 1910. [1]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DEPART.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SICILIA	Brit. str.	—	C. W. Watkins, R.N.R.	P. & O. S. N. Co.	About 13th inst.
LONDON, ROTTERDAM & AMSTERDAM	CARDIGANSHIRE	Brit. str.	—	W. O. Tyers	JARDINE, MATHESON & Co., Ltd.	On 16th inst., at D'light
LONDON, &c., via Usual Ports of Call	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 22nd inst., at Noon
COPENHAGEN & BALTIC PORTS	INDYEN	Swed. str.	—	—	MELCHERS & Co.	Midday of Feb.
MARSEILLES, HAYE, COPENHAGEN, &c.	CANTON	Dan. str.	—	—	MELCHERS & Co.	Quick despatch.
MARSEILLES, &c., via Ports of Call	OCIANIEN	Freem. str.	—	Sellier	MELCHERS & Co.	On 18th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAKO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 19th inst., at D'light
MARSEILLES, LONDON & ANTWERP	PENBROKESHIRE	Brit. str.	—	K. Sato	JARDINE, MATHESON & Co., Ltd.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU	Jap. str.	—	A. B. Moses	NIPPON YUSEN KAISHA	On 2nd Feb., at D'light
TRIESTE, &c., via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	P. Giurgovich	SANDER, WIELER & Co.	On 16th Feb., at D'light
TACOMA VIA JAPAN	SUVERIC	Brit. str.	—	J. Boyd	DONWELL & Co., Ltd.	On 25th inst.
VANCOUVER, B.C., TACOMA & SEATTLE VIA JAPAN	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	To-day.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 29th inst., at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	KANAGAWA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th Feb., at Noon
VICTORIA, B.C. & SEATTLE, &c.	KIO MARU	Jap. str.	—	M. Yogi	NIPPON YUSEN KAISHA	On 5th Feb.
VICTORIA, B.C. & SEATTLE, &c.	TAIYUAN	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 3rd March.
CALLAO, IQUIQUE, &c., via JAPAN PORTS, &c.	KIYO MARU	Jap. str.	—	—	OSAKA SHOSEN KAISHA	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 25th Feb., at Noon.
AUSTRALIAN PORTS VIA MANILA	COBLENZ	Ger. str.	—	H. Reagener	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	L. Dawson	MELCHERS & Co.	On 21st inst., at D'light
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yogi	BUTTERFIELD & SWIRE	On 1st Feb., at 4 p.m.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	N. Matheson	NIPPON YUSEN KAISHA	On 17th Feb., at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yogi	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
JAPAN	TAIYUAN	Dut. str.	—	P. J. van Emmenich	JAVA-CHINA-JAPAN LLOYD	Quick despatch.
CHINWANTAO & SHANGHAI	WENCHOW	Brit. str.	—	T. R. Ainslie	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, CHEFOO & CHINWANTAO	CHINSHING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 p.m.
SHANGHAI	HANGANG	Brit. str.	1 m.	A. E. Sandbach	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NYANSA	Brit. str.	—	H. S. Bradshaw, R.N.R.	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at Noon.
SHANGHAI	ANBU	Brit. str.	1 m.	—	P. & O. S. N. Co.	On 16th inst., at Noon.
SHANGHAI, MOJI & KOBE	BOHAY MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	TOURANE	Freem. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI, YOKOHAMA & KOBE	INDYEN	Dan. str.	—	Lancella	MELCHERS & Co.	On 17th inst., p.m.
SHANGHAI	LENA	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
SHANGHAI, YOKOHAMA, &c.	VORWAERTS	Ass. str.	—	B. Bednars	SANDER, WIELER & Co.	On 20th inst., p.m.
SHANGHAI, KOBE & YOKOHAMA	POGOVIA	Ger. str.	—	Sechs	HAMBURG-AMERICA LINE	On 21st inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	ARCADIA	Brit. str.	—	S. Barcham	JARDINE, MATHESON & Co., Ltd.	About 21st inst.
SHANGHAI	CHIHUA	Brit. str.	1 m.	—	P. & O. S. N. Co.	On 23rd inst., at D'light
SHANGHAI, KOBE & YOKOHAMA	SANBIA	Ger. str.	—	Muller	HAMBURG-AMERICA LINE	On 2nd Feb.
SHANGHAI	TAIYUAN	Dut. str.	—	Juriansone	BUTTERFIELD & SWIRE	Quick despatch.
NINGPO & SHANGHAI	KIUKIANG	Brit. str.	1 m.	Robertson	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
ANPING VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Sugi	OSAKA SHOSEN KAISHA	On 19th inst., at 8 a.m.
TAMSAI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	H. Murayama	OSAKA SHOSEN KAISHA	On 16th inst., at 10 a.m.
SWATOW, AMOY & FOCHOW	HAIYANG	Brit. str.	2 h.	Hodgins	DOUGLAS LAPRAIK & Co.	To-morrow, at 10 a.m.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	Evans	DOUGLAS LAPRAIK & Co.	On 16th inst., at 10 a.m.
BOIHOW & HONGAY	HUPEN	Brit. str.	1 m.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 18th inst., at 10 a.m.
NAIGON	TSINANPU	Brit. str.	—	Spink	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
MANILA	YUENANG	Brit. str.	—	P. H. Rolfe	WALLEN & Co.	About 20th inst.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 4 p.m.
MANILA	TEAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
MANILA	LOONGANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 3 p.m.
MANILA	RUBI	Brit. str.	—	A. Fraser	SHEWAN, TOMES & Co.	On 22nd inst., at 4 p.m.
MANILA	TAMING	Brit. str.	—	Pennesther	BUTTERFIELD & SWIRE	On 25th inst., at 3 p.m.
ZAMBANGA, CEBU & ILOILO	KAPONG	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
KUDAT & SANDAKAN	BOREO	Ger. str.	—	F. Semblit	MELCHERS & Co.	End of Jan.
BOMBAY VIA SINGAPORE & COLOMBO	YETOROV MARU	Jap. str.	—	D. S. Boyd	NIPPON YUSEN KAISHA	On 25th inst.
BOMBAY VIA SINGAPORE & PENANG	CAPRI	Ital. str.	—	Dini	CARLOWITZ & Co.	On 15th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	S. H. Belson	JARDINE, MATHESON & Co., Ltd.	To-day, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	LATANG	Brit. str.	—	E. J. Todd	JARDINE, MATHESON & Co., Ltd.	On 1st Feb., at Noon.
BATAVIA, CHERIBON, SAMARANG, &c.	TIPIANAS	Dut. str.	—	Fauder	JAVA-CHINA-JAPAN LLOYD	Quick despatch.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STREAMERS	TO SAIL.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEGENER	Friday, 28th Jan., at D'light
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	End of January.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 1st January, 1910. [5]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SUVERIC	6,232	S. Shotton	On 13th January, 1910.
OCEANO	4,657	F. W. Davies	On 10th February.
KUMERIC	6,232	J. Mathie	On 10th March.
AYMEIC	4,653	J. Boyd	On 7th April.

These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 8th December, 1909. [8]

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STREAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"TOURANE" Capt. Lancella	On 17th Jan., p.m.
MARSEILLES, VIA PORTS	"OCEANIE" Capt. Sellier	On 18th Jan., 1 p.m.
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHOT" Capt. Guionnet	On 31st Jan., p.m.
MARSEILLES VIA PORTS	"NERA" Capt. Martin	On 1st Feb., 1 p.m.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. THOMAS, AGENT, Queen's Building.

Hongkong, 8th January, 1910. [2]

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

From Hongkong.	29th Jan.	From St. John, N.B.	25th Feb.
"EMPRESS OF CHINA" SAT.	15th Feb.	"EMPRESS OF IRELAND" FRI.	25th Mar.
"EMPRESS OF INDIA" SAT.	26th Feb.	"EMPRESS OF IRELAND" FRI.	22nd Apr.
"EMPRESS OF JAPAN" SAT.	23rd Apr.	"EMPRESS OF IRELAND" FRI.	20th May
"EMPRESS OF CHINA" SAT.	14th May	"ALLAN LINE" FRI.	10th June

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless apparatus. Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers ... £43 ... £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "EMPRESS" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH BATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Fraya, opposite Blake Pier.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Hongkong, Madras and Mauritius.

THE Steamship "GREGORY APCAR."

Captain S. H. Belson, will be despatched for the above Ports TO-DAY, the 13th inst., at 3 p.m. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 11th January, 1910. [157]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship "CARDIGANSHIRE."

Captain W. O. Tyers, will be despatched as above on the 16th Jan., at Daylight. For Further Particulars, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 7th January, 1910. [103]

"SHIRE" LINE OF STEAMERS, LTD.

FOR Marseilles, LONDON AND ANTWERP.

THE Steamship "PEMBROKESHIRE."

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STRAITS	TO	REMARKS
LONDON and ANTWERP via SINGAPORE, PEN- ANG, COLOMBO, PORT SAID and MARSEILLES	SIACIA Capt. C. H. Watkins, R.N.	About 13th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NYANZA Capt. H. S. Bradshaw, R.N.	Noon, 16th Jan.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barclay	About 21st Jan.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 22nd Jan.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 11th January, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STRAITS	TO	REMARKS
ZAMBOANGA, CEBU and ILOILO	KAIFONG Capt. H. S. Bradshaw, R.N.	On 13th Jan., 4 P.M.	
SHANGHAI	CHENAN Capt. H. S. Bradshaw, R.N.	On 13th Jan., 4 P.M.	
NINGPO and SHANGHAI	KUENAN Capt. H. S. Bradshaw, R.N.	On 13th Jan., 4 P.M.	
HUIHOW and HONGKONG	HUIHOW Capt. H. S. Bradshaw, R.N.	On 14th Jan., 10 A.M.	
CHINA WANTAO and SHANGHAI	WENHUI Capt. H. S. Bradshaw, R.N.	On 14th Jan., 4 P.M.	
SHANGHAI	TEAN Capt. H. S. Bradshaw, R.N.	On 16th Jan., 4 P.M.	
SHANGHAI	LIAN Capt. H. S. Bradshaw, R.N.	On 16th Jan., 4 P.M.	
SHANGHAI	CHINHUA Capt. H. S. Bradshaw, R.N.	On 23rd Jan., 4 P.M.	
SHANGHAI	TAMING Capt. H. S. Bradshaw, R.N.	On 25th Jan., 3 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.
MANILA CARNIVAL, 5th to 14th FEBRUARY.—S.S. "TEAN" will sail hence for Manila on 1st February and S.S. "TAMING" sails from Manila on 15th item for Hongkong. Special Reduced return fare of \$50.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHU", "CHENAN", "CHINHUA" and "LIAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Wootung.
FARE, \$45 SINGLE and \$90 RETURN.
For Freight or Passage apply to—
HONGKONG, 12th January, 1910

BUTTERFIELD & SWIRE,

AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOK

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, GENEVA, SINGAPORE and BALTIC PORTS	"CANTON" Capt. H. S. Bradshaw, R.N.	About 5th Jan. 1910.
SHANGHAI, YOKOHAMA and KOBE	"INDIEN" Capt. H. S. Bradshaw, R.N.	On 17th Jan.
COPENHAGEN and BALTIC PORTS	"INDIEN" Capt. H. S. Bradshaw, R.N.	End of Feb.

For Further Particulars apply to

MELOHRS & CO.,
AGENTS.

Hongkong, 11th December, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS DINING.

STEAMERS	FOR	LEAVES
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOY and FOCHOW.	FRIDAY, 14th Jan., 10 A.M.
"HAIMUN" Capt. Evans	SWATOW	SUNDAY, 16th Jan., 10 A.M.
"HAICHING" Capt. W. C. Passmore	SWATOW, AMOY and FOCHOW.	TUESDAY, 18th Jan., 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LARRAIN & Co.,
GENERAL MANAGERS.

Hongkong, 12th January, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO	REMARKS
MANILA	"YUENSANG" Capt. H. S. Bradshaw, R.N.	Friday, 14th Jan., 4 P.M.	
SHANGHAI	"HANGSANG" Capt. H. S. Bradshaw, R.N.	Saturday, 15th Jan., Noon	
TSINGTAU, CHEFOO & CHIAOWANTAO	"CHIPSANG" Capt. H. S. Bradshaw, R.N.	Monday, 17th Jan., 4 P.M.	
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG" Capt. H. S. Bradshaw, R.N.	Friday, 21st Jan., Noon	
MANILA	"LOONGSANG" Capt. H. S. Bradshaw, R.N.	Friday, 21st Jan., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG" Capt. H. S. Bradshaw, R.N.	Saturday, 22nd Jan., Noon	
SINGAPORE, PENANG & CALCUTTA	"LAISANG" Capt. H. S. Bradshaw, R.N.	Tuesday, 1st Feb., Noon	

FOR THE MANILA CARNIVAL.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 13th January, 1910.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. SEGOTIA Capt. H. S. Bradshaw, R.N.	20th Jan.
S.S. SAMBA Capt. H. S. Bradshaw, R.N.	2nd Febr.
S.S. SAXONIA Capt. H. S. Bradshaw, R.N.	9th Febr.
S.S. SPEZIA Capt. H. S. Bradshaw, R.N.	15th Febr.
S.S. C. FERD. LAEISZ Capt. H. S. Bradshaw, R.N.	27th Febr.
S.S. ALESIA Capt. H. S. Bradshaw, R.N.	12th March.
S.S. BELGAVIA Capt. H. S. Bradshaw, R.N.	17th March.

Further Particulars, apply to—

HOMeward.

HAMBURG-AMERIKA LINIE,
Hongkong, 13th January, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. KIYO MARU Capt. H. S. Bradshaw, R.N.	9,500 tons gross	Sail Feb. 26th, at Noon.
S.S. BUJO MARU Capt. H. S. Bradshaw, R.N.	6,000 "	April 27th, at Noon.
S.S. AMERICA MARU Capt. H. S. Bradshaw, R.N.	6,000 "	

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building,
Hongkong, 21st December, 1909.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th Jan., at Daylight.
	AKI MARU Capt. K. Sato	7,000	WED'DAY, 2nd Feb., at Daylight.
	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 16th Feb., at Daylight.

VICTORIA B.C. & SEATTLE (KANAGAWA MARU) leaving Hongkong 5th Feb. (due Kobe 10th Feb. connects)	INABA MARU Capt. R. Takada	6,500	WED'DAY, 16th Feb. from YOKOHAMA
VICTORIA B.C. & SEATTLE (KYO MARU) leaving Hongkong 3rd March (due Yokohama 15th March connects)	TAMBA MARU Capt. C. H. Butler	6,500	WED'DAY, 16th Mar. from YOKOHAMA

SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Nakano	5,000	FRIDAY, 21st Jan., at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	THURSDAY, 17th Febr., at Noon.

SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Evans	5,000	FRIDAY, 14th January.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 19th Jan., at 2 P.M.

KOBE and YOKOHAMA	HITACHI MARU Capt. N. Matheson	7,000	SATURDAY, 22nd Jan., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	YETOROFU MARU Capt. K. Soyoda	4,500	TUESDAY, 25th January.

Fitted with New System of Wireless Telegraphy. 1 Cargo only. * Carries Deck Passengers. Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

Hongkong, 12th January, 1910.

T. KUSUMOTO,

MANAGER.

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CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO Capt. R. Dodge	2540	R. Dodge	Manila	On 15th Jan., Noon
BUBI Capt. A. Fraser	2540	A. Fraser	Manila	On 22nd Jan., Noon

SPECIAL REDUCED RATES FOR VISITORS TO THE CARNIVAL.
For Freight or Passage apply to
HONGKONG, 13th January, 1910.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS of 1910.

Head Office for the Far East—
16, DEE VEIL ROAD,
HONGKONG.

Japan Office—
14, WATER STREET,
YOKOHAMA.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (1 day later)
Steamer TONS	Leave HONGKONG	Steamer TONS	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	PERSEA 7951	March 19	March 25
DELTA 8000	March 5	MALWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 3900	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 8000	April 16	MAEMORA 10500	May 14	May 20
DELTA 7500	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12 "

In addition to the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SYRIA Tonnage 6600	January about 26	March about 19
• SYRIA Tonnage 6600	February 9	March 26
• SYRIA Tonnage 6600	February 23	April 9
• SYRIA Tonnage 6600	March 23	May 7
• SYRIA Tonnage 6600	April 20	June 4
• SYRIA Tonnage 6600	May 18	June 15
• SYRIA Tonnage 6600	May 18	July 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd " £36.15 " £57.4 "

* Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

1076] E. A. HEWETT,
SUPERINTENDENT

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY.

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
TACOMA via MOJI, KOBE and YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	FRIDAY, 21st Jan., at Noon.
	"CHICAGO MARU" Capt.		WED'DAY, 23rd Feb., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Furs. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW, & AMOY	"DAIGI MARU" Capt. M. MURAYAMA	SUNDAY, 16th Jan., at 10 A.M.
ANZHEI via SWATOW, & AMOY	"SOSHU MARU" Capt. K. Egan	WED'DAY, 19th Jan., at 8 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers "CHOSHUN MARU" and "BUSUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building.

T. ARIMA,
MANAGER

677]

CANADIAN PACIFIC RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"SUVERIC"

FROM HONGKONG.

ON THURSDAY, 13th JANUARY.

FOR VANCOUVER DIRECT.

To be followed by the

OCEANO 10th February.

KUMERIC 10th March.

AYMERIC 7th April.

SUVERIC 5th May.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States, also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.

Hongkong.

Hongkong, 6th January, 1910.

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MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA

OCHI, KUTABE, HOJO, NAMAZUTA,

RAYO, SHINNEW and KAMIYAMADA.

Collection

SOLE AGENTS FOR

KISHIDAKE,

HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960

HUBB C. A. FROMM,
HAMBURG.
[499]
For the Concerned at 104 De Vries Road
New York, N. Y.